

Shipping

CHIYO MARU GALLEY YIELDS OPIUM NEW OFFICERS FIND BERTH IN LINER

Opium to the value of \$10,000 was found by Federal officials on board the Tokyo Kisen Kaisha liner Chiyo Maru, now at the port of Honolulu and to sail for Japan ports, Manila and Hongkong at four o'clock this afternoon.

One or more new officers were noted in the personnel upon the arrival of the liner from San Francisco this morning.

Whether the presence of new faces in the official family has anything to do with the discovery of quantities of dope, pending a stay at the coast, the older members of the Chiyo Maru official staff refuse to confirm or deny.

During a recent investigation pursued by Federal officers, the statement came out that the Japanese liners had been singularly free from opium for a period of many months.

The first seizure of opium made on an Oriental steamer for a long time was noted when Customs Inspectors Lieutenant Joseph Head, E. E. Enlow, and Customs Agent John W. Smith of San Francisco found 330 lbs of opium concealed in the ventilator over the furnace in the galley of the steamship Chiyo Maru.

Two cabin passengers left the liner at this port. Going through to Japan, China and the Philippines are 31 cabin, 130 second class and 565 Atlantic steamer passengers.

All Evans is numbered among the new men now to be found in the Chiyo Maru. Evans is Chief Steward in the big liner, and he is rated as a right man for the place.

There is an extended program of sports, concerts and lectures to cover the entire trip, the last event to be held on the evening of December 1st.

The liner is reported by officers in the landing as having been supplied with 3,000 sacks barley and feed stuffs at Seattle and Tacoma.

load at Prescott and she will clear with 750,000 feet. The schooner recently completed a passage from Bellingham to Guaymas with a cargo of lumber.

Thirty Years Master of the Kikikat. Captain Roswell Cutler, who for thirty years served as master of the now wrecked barkentine Kikikat, expressed much sorrow over the loss of the vessel near Hilo some days ago.

The vessel was owned by the Puget Mill Company and was built at Coos Bay in 1881 by Simpson Brothers and has been in the lumber trade between Puget Sound and the islands almost continuously since going into commission.

Eight passengers, several being young women, are said to be making the trip from the coast to the islands in the old reliable bark R. P. Ribbet. The windjammer sailed from San Francisco carrying a cargo made up of a wide variety of merchandise valued at approximately \$25,430 and included the following consignments:

1,000 cs canned goods, 300 bales hay, 50,000 bricks, 7,970 ft lumber, 181 pigs tank material, 23,930 lbs cement, 325 cs and 165 kegs blasting powder, 20 cs dynamite, 20 cs blasting caps, 200 cs kerosene, 41 drums distillate, 260 cs and 93 drums gasoline, 50 cs naphtha.

The vessel is now eleven days out from San Francisco and upon arrival here will be sent to Pearl Harbor, there to discharge a quantity of building material.

ARRIVED

Wednesday, November 20. San Francisco—Lurline, M. N. S. S. midnight.

Thursday, November 21. San Francisco—Chiyo Maru, Japan, 8 a. m.

PASSENGERS ARRIVED

For Honolulu—E. E. M. Ballou, H. Frankel. For Yokohama—T. G. N. Bardwell, R. Cox, R. P. Yamada, C. Hesse, T. Ibara, S. Iwashita, T. Iwakura, R. Kanaka, Mrs. R. Kanaka, K. Kato, G. Kutsuwawa, T. E. Lloy, H. Landmann, Dr. H. W. Mable, Mrs. H. W. Mable, Miss Helen Mable, J. Nakamiyama, Capt. C. Nakaabima, R. Nakayama, K. Ok, E. G. Owen, Y. Sakano, T. Eawa, R. P. Stewart, K. Tajima, H. Wernig.

For Kobe—C. F. Ryder. For Nagasaki—J. C. Murray, Mrs. J. C. Murray and daughter, F. R. Newman, Lieut. A. E. Randall, T. F. Singer, Dr. H. F. Smith, Mrs. H. F. Smith. For Manila—C. E. Becker, P. H. Burnett, R. M. Caswell, Mrs. R. M. Caswell, P. K. Crumb, Mrs. F. W. Fitzgerald, Miss Fredrica Fitzgerald, S. Jurika, Miss Katherine Luttrell, F. Mary McLin, Mrs. C. Malsom, Miss Mary I. Mann, E. Moran, Mrs. E. Moran, Mrs. R. W. Price, I. Putman, Mrs. J. Putman, J. M. Switzer, Miss Anna Whitteley, Miss Alice Wicks, Mrs. K. P. Williamson, J. R. Wilson, Mrs. J. R. Wilson, Master Robert S. Wilson, Miss Florence W. Wilson, C. DeWitt, J. W. Wight.

For Honolulu—H. J. Baldwin, Father Bens, H. H. Blood, Mr. and Mrs. J. H. Brader, Mr. and Mrs. E. W. Burns, Mrs. G. Clark, Col. W. H. Connelly, W. J. Dyer, Miss M. M. Hawthorne, Wm. Hawkins, Father Harbeson, E. Humboldt, Mr. and Mrs. E. B. Hyde, Mr. and Mrs. Jas. Kennedy, Father Kuys, Mr. and Mrs. J. F. McCorkle, F. Medeiros, Wm. Rathman, Miss E. M. Richards, Ed. H. Ryan, Miss L. Severance, S. E. Stewart, W. L. Stewart, Father Van Vorst, A. S. Webster, Miss E. F. Wells.

PASSENGERS BOOKED

Per T. K. K. S. S. Chiyo Maru, from Honolulu for Japan and China ports, Nov. 21: B. Chatzky, Miss C. De Forest, Mr. and Mrs. A. F. Nadler, and infant, Dr. F. Renaud, Mr. and Mrs. K. Vorobloff, Miss S. Vorobloff, Capt. and Mrs. J. Wuttig.

WEATHER TODAY

Thursday, Nov. 21. Temperature—6 a. m., 69; 8 a. m., 70; 10 a. m., 70; 12 noon, 72. Minimum last night, 66. Wind—6 a. m. velocity 9, N. E.; 8 a. m., velocity 14, N. E.; 10 a. m., velocity 19, N. E.; 12 noon, velocity 20, N. E. Movement past 24 hours, 352 miles. Barometer at 8 a. m., 30.15. Relative humidity, 8 a. m., 84. Dew-point at 8 a. m., 65. Absolute humidity, 8 a. m., 6.863 Rainfall, .49.

WATERFRONT NOTES

Tonnage Rates Are Aeroplaning. Advice from London to local shipping firms state that it is most difficult to secure sail tonnage to come to the Pacific. Rates are advancing for both sail and steam. Information has also been received from Liverpool that sailing ship owners are asking so much for their tonnage that it is impossible to secure anything to bring cargoes from Europe to this coast.

New Oil Port Ready For Business. The new oil port at El Segundo, Cal., is now open to commerce. Three new tank steamships, the "El Segundo," the "Richmond" and the "Cassaba," now building on the Atlantic Coast, will come to El Segundo and will be used to convey the distilled products of the Standard Oil Co.'s plant to Japan and China.

Three Million For Seattle Harbor. The Seattle port commission has begun the expenditure of \$3,000,000 for Seattle harbor improvements in addition to the so-called Harbor Island (terminal). All told, the money to be realized from the sale of a total of \$2,100,000 in bonds voted at the last municipal election will be put into the full harbor improvement plan. The \$3,000,000 is to be specifically used as follows: One million dollars in the improvement of the central water front; \$850,000 in building the east waterway docks; \$750,000 in the construction of docks at Smith Cove; \$550,000 at Salmon Bay; \$150,000 for the Harbor Island improvement will be \$2,000,000.

New British P. O. Stamps. LONDON, November 2.—A new penny stamp is on sale in England. It is to be followed, it is stated, by an improved halfpenny stamp, as well as changes in those of higher value.

Without a word of explanation to passengers, officials have thus abandoned a stamp which met with general adverse criticism. In a month or two the old design, which was done in service since Coronation Day, will have been replaced by a newer and bolder portrait of the king in complete profile.

New 2d and 3d stamps are also going out and within the next few months the full program of changes will have been completed, as follows: Penny (new design, red); halfpenny (modified), green; three-halfpenny (new color), brown; twopenny (new color), orange; twopenny-halfpenny, blue; threepenny (new design), violet.

New colors are also contemplated in the higher values.

Cholera Serious In Japan. Japan is hard hit through the ravages of Asiatic cholera according to the story brought to Honolulu with the arrival of the Pacific Mail liner Mongolia. Hundreds of deaths have occurred at Tokyo. Before the Pacific Mailer departed from the Japanese ports, reports indicated that the amount of sickness is appalling among the poor and the ability of the authorities to cope with it is being taxed.

All the towns and villages bordering on the Shimozeki Channel dividing the island of Kushin from the mainland have been attacked. This includes the towns of Shimozeki and Kure on the mainland and Moji, Wakamatsu, and Karatsu on the island of Kushin.

The Shimozeki Passage is used by large number of steamers passing between Osaka and Kobe in Japan to both Shanghai and Vladivostok as well as to Pusan in Korea. Enquiries at the quarantine bureau elicited the information that the last reports received from the affected district showed 138 cases and 85 deaths in Moji alone and 59 cases and 24 deaths in the town of Shimozeki. This report was dated October 3 and nothing is known of the course of the trouble since that time.

PAVES WAY FOR PRETTY MAIDS

Preparing to make pleasant the path way for a company of between thirty five and forty theatrical performers, among whom is declared a bevy of twenty of the prettiest chorus girls ever recruited along the Pacific coast, Herman Frankel, heavily interested in the success of a projected tour of the re-organized Hughes Musical Comedy company is an arrival in this city today as a passenger in the Japanese liner Chiyo Maru.

Beauteous maids, the kind that are warranted to set the masculine heart to obstreperous fluttering, are numbered with the aggregation of these plans which are to present a series of late musical comedies and light operas in this city beginning with the latter part of this month, and continue over a period of some weeks.

HARBOR NOTES

Mail leaving here in the Matson Navigation steamer Honolulu arrived at the coast Tuesday midnight. The Oceanic liner Ventura to arrive from the coast on next Monday morning will bring the next mainland mail.

The Toru Kisen Kaisha liner Chiyo Maru for the Far East will be dispatched at four o'clock this afternoon.

Lumber laden, the American schooner Delancey called from Grays Harbor on Tuesday with destination as Honolulu.

One or more stevedores had a pretty close call this morning through the snapping of a large manilla cable which served to hold the Chiyo Maru to Alakea wharf.

Before the Matson Navigation steamer Lurline had reached the wharf at midnight the hatches were off and perishable freight was made ready for immediate discharge.

Sailing from San Francisco at one o'clock yesterday afternoon the Matson Navigation liner Wilhelmina is believed to have departed with a large number of cabin passengers and a big cargo.

Filthy water and mire to the depth of a few inches to a foot blocked the passage of hundreds of pedestrians who visited Alakea wharf on arrival of the Toru Kisen Kaisha steamer at Alakea wharf this morning.

It's the same old story, leap year never did live up to its prospectus. You can help a man wonderfully sometimes by not giving him advice. Many ministers want to labor in the vineyard where the pay is best.

Weekly Fire Drill On Ferry Steamers. SAN FRANCISCO, November 5.—For reasons pertaining to the safety of the general public, the Government through its local inspectors of hulls and boilers, has ordered weekly fire drills hereafter on all ferries on San Francisco bay, the railroads owning the vessels being notified yesterday.

The order of the inspectors demands that the fire drills be held once a week and at a time when the vessel is well out in the water and when she is carrying an average load of passengers. In other words, it is demanded that the drill be conducted during a voyage on which average conditions prevail.

The captains of the ferry steamers were notified of the new rule yesterday, when the inspectors caused the notices to be tacked up. The Southern Pacific, Western Pacific and Santa Fe have issued little notices to passengers advising them of the drills and warning them not to get excited at the sudden blast of a vessel's fire siren and the sudden activities of the crew.

New Steamer Columbia Arrives. The new steamer Columbia, the first of a number of the same class built and building at Wilmington, Del., for service on the coast, has arrived at San Francisco 7 1/2 days from Philadelphia, in command of Captain S. E. Allen. The Columbia was built for Wilson Brothers & Co. of that city and will be used by them on the coast as a lumber transport. The Columbia is not graceful. It has a bow like the butt end of a saw log and to the eye of a landsman, should have another rust of all the smokestack. In marine architecture today, however, beauty is sacrificed to utility and the Columbia is one of the most efficiently equipped vessels of its class that ever came in through the Golden gate.

The vessel will carry about 2,000,000 feet of lumber and has the gear for handling its freight quickly. The hull is of steel, double bottomed and provided with steel bulkheads. On the voyage from Philadelphia heavy weather was encountered off the Virginia capes and again off Cape Pilar, and the Columbia satisfied Captain Allen that it was a first class sealer. In the storm on the Atlantic side some big seas were shipped and they did considerable damage to the Columbia's upper works.

The Columbia is a vessel of 1183 tons. It is 238.7 feet long, 41.2 feet in beam, and 20.8 feet deep. It brought a full cargo of general merchandise to the California and Atlantic Steamship company.

LURLINE MET WITH PILIKIA

Rolling and tossing on the broad Pacific a few days after leaving San Francisco for Honolulu, the Matson Navigation steamer Lurline was delayed by coming to a full stop owing to a breakdown in her oil-burning apparatus.

The liner came to a berth at the Matson wharf shortly before midnight with 33 cabin and 10 steerage passengers. The vessel brought one of the largest cargoes of merchandise and supplies in her history.

Alterations made during the stay at San Francisco were in evidence last night. A call at the former office of Purser H. B. Meyer revealed a well-equipped bathroom. This necessary adjunct to a trans-Pacific steamer bearing the name plate "Purser's office" over the door, at first glance led inquiring waterfronters to believe that the Matson Company had awarded a private bath to this efficient officer.

Meyer was finally found in new quarters located on top of the boilers. When it comes to a steam-heated apartment the purser in the Lurline certainly has no complaint coming.

The installation of a new oil burning apparatus in the Lurline is ascribed as one cause for the delay in arrival. Some trouble was experienced with the engine as well.

The vessel carried some thirty or more head of stock and this necessitated a detour to the southward in steaming to Honolulu.

The Matson liner has received a general overhauling and many improvements are noted.

A general shake-up in the personnel was effected since the steamer last called here. F. Edwards succeeds A. R. Cahling as chief officer. J. B. Morris and an almost complete staff of engineers are in charge of the Lurline's machinery. Chief Engineer Ryland has decided to remain ashore for a trip.

Two new wireless operators in the person of Messrs. O. B. Moore head and J. L. McKinnon are in charge of the radio telegraphic equipment.

The Lurline may get away for Kaula Saturday evening.

SWEETS FOR THE QUARANTINED

Boxes filled with costly sweets and candies, hundreds of pounds of finest fruits, a hundred copies of the latest novels and works of standard fiction, a collection of newest weekly and monthly magazines, baseballs, tennis raquets and an accumulation of sporting officials at the port of San Francisco to assist some three hundred passengers in the Pacific Mail liner Nile in passing an enforced period of detention at Angel Island.

Two cases of small pox discovered on the vessel steamed from Yokohama to the coast caused the officials at the coast port to place the Nile and her passengers in quarantine.

Compulsory baths and fumigation is said to have proved one round of delight when it was learned that the officers in Uncle Sam's service were making efforts to make the stay of the detained passengers a pleasant one.

After several days, the vessel was released.

INVASION PROGRESSING

(Continued from Page 1)

"Our monthly meeting occurs on the first Monday in each month, and we would like to have Mr. Smith talk to our club the first Monday in either January, February, March or April. He will be given hospitable and generous entertainment, and we will have an opportunity to present your cause before an unusual audience. Please let me know at your earliest convenience if any of these dates can be given us by Mr. Smith and what address in the United States will reach him."

It is believed that the heaviest tourist business that Honolulu has ever done will come within the next six months. A. M. Culver, agent of the Oceanic Steamship Company at Los Angeles, writes that the prospects for travel to Honolulu are very fine and that at present he is holding many reservations for Los Angeles people. He also states that a number of eastern people will stop in Los Angeles and then make the trip to the Hawaiian Islands.

Secretary Wood returned yesterday from a trip to Kaula, where he went to make an investigation of the hotels and roads on that island. He is very enthusiastic over the splendid tourist accommodations and he said that he felt sure that the committee could now safely notify tourists that they should by all means visit the island.

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WALLACE R. FARRINGTON, General Business Manager

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Strenuous people, business men as well as travelers in the Matson Navigation steamer Lurline appreciate the courtesy extended by the Federal quarantine officials in granting privilege to that vessel at a late hour last evening.

Several hundred Hawaiians, Japanese and Filipinos appeared at Alakea wharf this morning prepared to go to work only to discover that the Japanese liner Chiyo Maru from San Francisco had no cargo for discharge at this port.

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What and When To Serve for Thanksgiving Dinner

DRY MARTINI COCKTAIL	CHARLES
OYSTERS Eastern Half Shell	SHERRY
SOUP Green Turtle	SAUTERNE
FISH Mullet Baked in Ti Leaves	CLARET
ENTREE Filet of Chicken—Pompa' Legs	LOUIS ROEDERER'S CHAMPAGNE
VEGETABLES Baked Taro Cauliflower Corn on the Cob Asparagus Spinal, Tips with Mayonnaise	SPARKLING MOSELLE
ROAST Parker Ranch Turkey Island Beef	PORT
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CHEESE	
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